

ENGAGEMENT PLAN

N 2nd St Bikeway

Community analysis

- **TEP Scores.** The project falls in TEP tier 1 from 26th Avenue North to Lowry Avenue and TEP tier 2 from Plymouth Avenue to 26th Avenue North, and Lowry Avenue to Dowling Avenue. (What are the [TEP scores?](#))
- **Residents of color.** A higher portion of residents of color (57%) than Minneapolis as a whole (37.3%).
- **Vehicle Availability.** More residents do not have access to a car (20.9%) than Minneapolis as a whole (15.3%).
- **Income.** More residents have household income below poverty level (23.1%) than Minneapolis as a whole (16.8%).
- **Renters.** A higher portion of residents are renters (56%) than Minneapolis as a whole (48.4%).

Engagement overview

PHASE & TIME FRAME	STRATEGIES
PHASE I: INTRODUCTION AND COLLABORATION SUMMER 2024	<ul style="list-style-type: none">• One on one meetings with businesses• Neighborhood meetings• Block group meetings
PHASE II: CONCEPTUAL DESIGN & EXPERIENTIAL ENGAGEMENT FALL 2024	<ul style="list-style-type: none">• One on one meetings with businesses• Neighborhood meetings• Update the City's Bicycle and Pedestrian Advisory Committees and the Hennepin County Active Transportation Committee• Bike to work events• Host open house• Bike rides
PHASE III: FINAL RECOMMENDATIONS FALL 2024-WINTER 2025	<ul style="list-style-type: none">• Share engagement summary• Share recommended layout• Neighborhood meetings• Update the City's Bicycle and Pedestrian Advisory Committees and the Hennepin County Active Transportation Committee• Host open house

Engagement goals

1. Develop trust with the people of the community
2. Make it clear what outcomes and decisions the public can influence
3. Share how the project changes in response to input from the public
4. Provide information on how the project can advance city goals

Equity and engagement

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. This project will prioritize activities and events that will reach historically under engaged community members by:

1. Translating key project documents into Spanish and providing Spanish interpretation at events.
2. Provide additional interpretation at events as needed.
3. Contract with Black, Indigenous, and People of Color (BIPOC) organizations and partners for community events.

Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

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For reasonable accommodations or alternative formats please contact . People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

Para asistencia, llame al 311. Rau kev pab 311. Hadii aad Caawimaad u baahantahay 311.

Engagement Plan – N 2nd St Bikeway

Introduction & project overview

The City of Minneapolis will add street improvements to North 2nd Street in the Near-North, Hawthorne, and McKinley neighborhoods. As a part of that process, the project team drafted an engagement plan to guide this process from ideation through construction. This engagement plan details when the project team will engage and communicate with the community about the project and the frequency in which we will distribute key messaging throughout the duration of the engagement period. This engagement plan details community demographics, who will be engaged, and how the project team will implement various strategies to gather input and solicit feedback throughout the engagement process. The plan may be modified as circumstance warrants throughout the project duration. Substantial modifications are to be communicated to stakeholders and reported in the engagement summary. Read the one-page summary of the project including a map of the route [on the project webpage](#).

PROJECT HIGHLIGHTS

- Connects to regional destinations and trails such as the Upper Harbor Terminal development, the Grand Rounds trail system through the Webber Parkway, the trail system along the Mississippi River through Ole Olson Park and the 26th Avenue Great Northern Greenway.
- Connects to the recently improved bikeway network on Dowling Avenue, 26th Avenue, Plymouth Avenue and South 2nd Street Downtown.
- Designated as a high-priority route in the Metropolitan Council's Regional Bike Network (read more about what this means in the [Thrive MSP 2040 Transportation Policy Plan](#)).
- Designated as a near-term low stress bikeway on the All Ages and Abilities bicycle network (read more about what this means in the [Minneapolis Street Design Guide](#)).
- This project area is in the top two Transportation Equity Priority (TEP) tiers, as identified in the Minneapolis Public Works [Racial Equity Framework for Transportation](#).

PROJECT GOALS

The North 2nd Street Bikeway project will add street improvements to North 2nd Street from Dowling Avenue North to Plymouth Avenue North. This route includes connections to regional destinations and trails such as the Mississippi Riverfront, the new Upper Harbor Terminal development and Grand Rounds Scenic Byway Trail System. The focus will be on making bicycling a safe option for more people of all ages and abilities. The project will include protected lanes and trails and improved intersection crossings. The project may add additional traffic calming and safety elements. Project goals include:

- **Make it easier to bike, roll and walk by:**
 - Providing protected lanes and trails which are physically separated from moving cars, trucks and buses.
 - Incorporating protected bike intersection design elements to increase the safety and visibility of people biking and walking.
- **Address traffic safety needs at high injury street intersections by:**
 - Prioritizing improvements at busy intersections such as Lowry Avenue, West Broadway and Plymouth Avenue.
- **Establish a major connection for city-wide, park board and regional bikeways by:**
 - Designing for pedestrian and bicyclist safety, access and comfort.

- Upgrading pedestrian ramps and pedestrian signals to become compliant with the Americans with Disabilities Act (ADA).
- **Create a calmer street for users of all ages and abilities by:**
 - Using traffic calming treatments such as pedestrian refuge islands, raised crossings, and bump outs to encourage slower speeds.
 - Including more sustainable landscaping and greening along with infrastructure.

Project Schedule

Project schedule



Phase 1: Preliminary Design and Engagement (Summer 2024 to Spring 2025)

- The first phase of this project is intended to develop and solicit feedback on the engagement plan, learn of traffic safety concerns, and connect with neighborhood associations, local businesses and commuters who use or work along the corridor. At the end of this phase, a staff recommended concept layout will be brought to city council for approval.

Phase 2: Detailed Design Process

- The second phase of this project is intended to use what we learned during Phase 1 engagement to create a finalized design plan for the corridor. During this phase, we will continue soliciting feedback from a wide range of stakeholders.

Phase 3: Construction

- This project is planned to have a finished concept layout by the summer of 2026. Construction is scheduled to begin in Spring 2027. Notice of construction or construction related detours will be shared with stakeholders and the public beforehand.

Community analysis

DEMOGRAPHIC SUMMARY

- **TEP Scores.** The project falls in TEP tier 1 from 26th Avenue North to Lowry Avenue and TEP tier 2 from Plymouth Avenue to 26th Avenue North, and Lowry Avenue to Dowling Avenue. (What are the [TEP scores?](#))
- **Residents of color.** A higher portion of residents of color (57%) than Minneapolis as a whole (37.3%).
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DATA GAPS

- Updated bike and pedestrian counts along North 2nd Street.
- Demographics of cyclists/pedestrians who commute along North 2nd Street.
- Recent baseline vehicle counts due to COVID and ongoing construction on and near the corridor.

Engagement overview

EQUITY AND ENGAGEMENT

Achieving equity in transportation means that the quality of the transportation networks in the city creates fair and just opportunities and outcomes for all people. In Minneapolis, historic exclusion from government-led processes, disinvestment in certain communities, and insensitive design have all contributed to the inequities that persist today. To rectify these systemic injustices, both past and present, we must reconsider and invest in our transportation system through a deep commitment to racial equity – providing just outcomes for all people in the city, and outcomes that are not predictable by race.

The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens (Racial Equity Framework for Transportation [Acknowledgement of past harms](#)).

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. This project will prioritize activities and events that will reach historically under engaged community members by:

- Translating key project documents and providing interpretation at events.
- Provide additional interpretation at events as needed.
- Contract with Black, Indigenous, and People of Color (BIPOC) organizations and partners (when possible) for community events.

ENGAGEMENT GOALS

These goals were identified using the Racial Equity Framework for Transportation [TEP score](#), demographic data, stakeholder analysis, and the [IAP2 Spectrum of Public Participation](#). These engagement goals are listed below along with the metrics by which we will achieve and evaluate them.

- 1. Goal 1: Develop trust with the people of the community.**
 - a. Conduct one on one meetings with local businesses to build relationships and solicit feedback.
 - b. Leverage existing neighborhood functions and events to provide ample opportunities for community members to provide feedback.
 - c. Coordinate with commuters who use and work along the corridor to host bike to work events.
- 2. Goal 2: Make it clear what outcomes and decision the public can influence.**
 - a. Use digital, written and in-person engagement throughout each engagement phase.
 - b. Host neighborhood meetings, block group meetings, and open houses throughout the three phases of engagement.
 - c. Send updates via GovDelivery that share project updates and upcoming opportunities to get involved.
- 3. Goal 3: Share how the project changes in response to input from the public.**
 - a. Report back to community on the feedback received throughout all phases of the engagement process.
 - b. Share concept design alternatives to gather in-depth feedback and tradeoffs from stakeholders.
- 4. Goal 4: Provide information on how the project can advance City goals.**
 - a. Present engagement findings to the City's Bicycle and Pedestrian Advisory Committees and the County's Active Transportation Committee.

ENGAGEMENT PHASES

Phase & Time Frame	Overview	Strategies
<p>Phase 1: <i>Introduction and Collaboration</i> (Summer 2024)</p>	<p>Involve stakeholders in project design and decisions. The first phase of engagement is intended to introduce the project to the community and discuss existing street conditions with residents and local businesses. This time will be used to listen and gather interest in participating in group rides for commuters who use and work along the corridor.</p>	<ul style="list-style-type: none"> • One-on-one meetings with businesses • Neighborhood meetings • Block group meetings
<p>Phase 2: <i>Conceptual Design & Experiential Engagement</i> (Fall 2024)</p>	<p>Continue to involve stakeholders in the design and decision-making process. The second phase of this project will begin with an open house event where findings from the first phase of engagement will be shared, and group ride logistics will be shared. Throughout this phase a variety of digital and engagement strategies will be used to hear from diverse stakeholders. Alternative concept designs for the corridor will be shared to gather in-depth feedback on preferences and tradeoffs from participants.</p>	<ul style="list-style-type: none"> • One-on-one meetings with businesses • Neighborhood meetings • Update the City’s Bicycle and Pedestrian Advisory Committees and the Hennepin County Active Transportation Committee • Bike to work events • Host open house • Bike Rides
<p>Phase 3: <i>Final Recommendation</i> (Fall 2024- Winter 2025)</p>	<p>Inform stakeholders about the project. The third phase of this project is intended to use what was learned during engagement to produce a final recommended concept for the corridor and seek City Council approval on the recommended layout.</p>	<ul style="list-style-type: none"> • Share engagement summary • Share recommended layout • Neighborhood meetings • Update the City’s Bicycle and Pedestrian Advisory Committees and the Hennepin County Active Transportation Committee • Host open house